

# THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

## New Cadet Section in *The Sentinel*

Your *Sentinel* safety newsletter is expanding with the addition of a section devoted entirely to cadet program safety. Each issue will contain articles on keeping our cadets safe; the latest trends in cadet safety statistics; and how cadets can increase awareness and contribute to the unit's, and any CAP activity's, safety program.

The NHQ safety team requests your input as well. In each issue we would like to publish a "best practice" article from a cadet or senior member on how your unit or activity instilled a safety culture and helped prevent accidents or injuries.

We invite you to submit cadet related safety articles for publication. Your input and feedback is important to the success of this special section. Send articles to:

HQ CAP/Safety  
105 South Hansell Street  
Maxwell AFB, AL 36112-6332

or

[safety@capnhq.gov](mailto:safety@capnhq.gov)

## DEHYDRATION, NOT JUST A SUMMER PROBLEM

During March 2009 there were five incidents from on-line Forms 78 reporting cadet mishaps during CAP activities where dehydration was a factor.

Under normal conditions we all lose some body water. It is expelled as vapor when we breathe. If we are sick with a viral infection or fever, or being physically active, water evaporates through the skin in order to cool our body. During ES missions and other activities in low humidity or windy conditions, water loss increases. Dehydration can occur indoors when exercising or playing indoor sports like basketball and racquetball. Excessive consumption of caffeine (a diuretic) from coffee, soft drinks, and power and energy drinks can contribute to water loss.



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During ES training and missions, drill, or participating in the Cadet Physical Fitness Test, be aware of signs of dehydration in yourself and other cadets.

Some symptoms of dehydration:

- Thirst
- Dry skin or mouth
- Fatigue or sluggishness
- Light-headedness
- Dizziness
- Confusion
- Increased heart rate and breathing

Mild dehydration can be corrected by drinking the proper fluids. Water, milk, and sports drinks like Gatorade® can restore body fluids. It can be prevented by drinking enough water to satisfy your thirst, and a little extra if you have a fever, upset stomach, or are involved in physical activity. Fluids to avoid are sodas, and sugary drinks like sweet tea, fruit punches, lemonade, power and energy drinks.

Protect yourself against dehydration!

## **CADETS AND CAP SAFETY**

All cadets should learn that in CAP, safety is emphasized in all activities.

In CAP Pamphlet 52-9, *Cadet Great Start*, Activity 6.1 introduces cadets to Basic Field Safety. This activity will allow you to learn your unit's expectations regarding the Safety program. Cadets will apply an abbreviated Operations Risk Management (ORM) evaluation. You will identify the hazards of an activity, how to keep those hazards from hurting someone, correct the situation, and report to the activity leader any condition you are unable to resolve. This pamphlet can be found at [http://members.gocivilairpatrol.com/media/cms/P052\\_009\\_7603F5B468886.pdf](http://members.gocivilairpatrol.com/media/cms/P052_009_7603F5B468886.pdf)

In Phase IV of the Cadet Program, cadets continue with the staff duty analysis report. Achievement 14, Operations Officer, has a corresponding OPR of Safety Officer. Part 2 of the report requires "an operational risk management analysis of safety hazards for a real or simulated cadet activity in the field or on a flight line." For details consult CAP Pamphlet 52-14, *Staff Duty Analysis*. [http://members.gocivilairpatrol.com/media/cms/P052\\_014\\_8605254CD870D.pdf](http://members.gocivilairpatrol.com/media/cms/P052_014_8605254CD870D.pdf)

The NHQ safety team recently made basic and intermediate level ORM courses and tests available on-line at <http://members.gocivilairpatrol.com/safety/orm.cfm>. These courses will give you more information about ORM. Cadets are encouraged to take the course and test.

Lt Col Brenda Allison, CAP  
Asst National Safety Officer

## Fire Prevention and General Home Safety

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1. Have an escape plan including a central location outside for all to meet.
2. Test smoke, gas, and carbon monoxide alarms and change their batteries routinely.
3. Have multiple ABC fire extinguishers; and follow "P.A.S.S." using them. Remove **P**in, **A**im, **S**queezer trigger, **S**weep spray across base of fire.
4. Install grab bars at bathrooms.
5. Keep stairwells clear of loose items. Use baby gates. Consider installing a 2<sup>nd</sup> handrail.
6. At hot water heater keep temperature no higher than 120 degrees.
7. Have heating equipment serviced annually.
8. Keep poisons at safe place out-of-reach of children.
9. Don't run any kind of fuel-burning equipment inside your house or your garage. That includes a vehicle. Even if the big garage door is open it's still a hazard.
10. Think of, & practice, safe cooking methods in your kitchen. If you have a grease fire, use your extinguisher, NEVER WATER, to subdue.
11. Use of fireplaces & wood stoves requires preventive measures:
  - Have flues & vents open and screens closed; don't burn garbage, cardboard, plywood, driftwood, particle board, wet, rotted or moldy wood, and painted-treated-glued wood; keep any combustibles several feet away when fires lit; extinguish fires when they're not MONITORED by an adult.
12. Be aware of natural or propane gas leak signals:
  - Detectors sounding; odors; strange blowing or hissing noises; flu-like symptoms in your body. If in doubt, don't reset electrical switches, use any kind of telephone, or do anything that could cause a spark. Get to fresh air immediately.
13. Match light bulbs to lamps' recommended wattages.
14. Don't overload electric outlets; and be alert to any that are warm, discolored, sparking, or tingle to the touch.
15. Don't use electric appliances or tools near water; but if you happen to drop one in water, retrieve it ONLY AFTER disconnecting it from the power source.
16. Remove electric cords from under rugs or furniture; and if they, or any other cords, are frayed, replace them.
17. Don't use an appliance that has a burning smell.

1Lt Alvin Sacks, CAP  
Safety Officer, MD-140, MER

## Flooding Dangers

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Spring began 20 March and along with the anticipation of the blooms of daffodils, tulips, and azaleas, spring also brings the threat of flooding. Flooding is responsible for more deaths than any other severe weather related hazard. Floods occur due to steady rain over a long period of time, extreme heavy rains over a short period of time, and melting snow.

The flooding in Fargo, ND, along the Red River was brought about by heavier-than-average winter snow, spring rain and a rapid thaw of the snowpack.

Over 50% of the flood-related deaths occur when a vehicle is driven into flood waters. Most cars can be swept away in only 18-24 inches of moving water. Trucks and large SUVs are not immune and can be swept away also.

Water weighs 62.4 pounds per cubic foot, and can flow downstream at six to twelve miles per hour, thus exerting a great deal of force on a vehicle. When a vehicle stalls in water, the water's momentum is transferred to it. Water also produces a force of 500 pounds against the vehicle for each one-foot rise. The greatest factor in washing away a vehicle is that each foot rise of water means the vehicle will weigh 1500 pounds less due to buoyancy. Most vehicles float away with just two feet of moving water.

It takes only six inches of fast moving water to knock over an adult. It is no surprise that the next highest percentage of flood-related deaths is walking in or near flood waters.

The National Oceanic and Atmospheric Administration's (NOAA) National Weather Service (NWS) has a campaign to warn people of the hazards of driving or walking through water. Their *Turn Around Don't Drown* (TADD) offers sound safety advice.

- Monitor NOAA Weather Radio or local news channels.
- Evacuate to higher ground. Avoid flooded or flood-prone areas, ditches, and valleys.
- Do not attempt to drive or walk across flowing streams. *Turn Around Don't Drown.*
- NEVER drive through flooded roadways. Road beds may be washed out under flood waters. *Turn Around Don't Drown.*
- Do not camp or park your vehicle along rising streams.

Many drivers rescued from flood waters reported they were in a hurry to get home. Once cars are swept downstream they will often roll over. If this happens, you only have a few seconds to react. Many panic and their bodies are recovered inside their vehicles with their seat belt intact.

If you are able to get out of the vehicle other dangers may await. The ground may be washed away and drowning becomes a big concern. Flood waters can contain oil, gasoline, dead animals, raw sewage, construction debris with nails and jagged lumber, and disease causing bacteria and viruses.

Please heed the *Turn Around Don't Drown* warnings. Don't trade an hour for a lifetime.

Lt Col Brenda Allison, CAP  
Asst National Safety Officer

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## Hangar Rash Continues, A Possible Solution?

So far this fiscal year, we have had seven incidences of hangar rash. Last fiscal year we had 19 aircraft pushed into hangars. The worse news is that of the 19 incidents in FY08, seven of them (37%) had instructor or check pilots on the crew. Of the seven incidences of hangar rash this fiscal year, a total of seven instructor or check pilots were involved in four of the incidences (57%).

Mr. John Salvador, the NHQ Director of Missions, has had his team preparing to put an Aircraft Ground Handling Video on-line. This should make it easier for everyone to access this video. After viewing the video, all flight crew and ground handlers will hopefully realize the Safety Culture that is needed if we are to take proper care of our National Resources, our aircraft.

Please perform an ORM before you move an aircraft, designate everyone a position or duty to perform. This is the same as backing a vehicle, have a spotter watch for hazards as you move the aircraft or vehicle. The most vulnerable parts that strike hangars are the wings and tail section.

Col Lyle Letteer, CAP  
National Safety Officer

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## Summary of Form 78 Accidents and Incidents for January/February 2009

### Aircraft

- Oil access door in the cowl discovered missing
- Precautionary landing, faint electrical smell
- Hit concrete curb while parking aircraft
- Crack in horizontal stabilizer discovered when removing snow
- Aircraft damaged by hard landing
- Aircraft damaged after aborted takeoff in the air, no injuries

Aircraft destroyed, hit trees on takeoff, no injuries  
Aircraft damaged during unsuccessful "U" turn  
Pushed elevator in hangar  
Dent found in leading edge of horizontal stabilizer  
Tied down glider flipped and destroyed by severe storm  
Glider wingtip hit ground during takeoff, broke wheel, damaged wing

### **Vehicle**

CAP vehicle struck by non-CAP vehicle  
Two CAP Vans damaged while parked

### **Bodily Injury**

A branch scratched cadet's eye  
Cadet injured left knee during PT  
Cadet became car sick  
Cadet had difficulty breathing  
Cadet fainted during meeting  
Cadet injured shoulder doing push-ups  
Cadet dizzy & leg cramps  
Cadet slipped on ice, injured back  
Cadet slipped on ice, twisted knee  
Cadet tripped on clothing exiting van  
Cadet sprained ankle dancing  
Three cadets sick during or after PT  
SM tripped, cut his face and fell on wrist  
SM slipped on ice in parking lot  
SM tripped on expansion joint at airport